

NOVEMBER 2019

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



NOVEMBER 2019

ON THE COVER

This past summer, Danny and Kim Barnhouse set out on the Silver Anniversary *Hot Rod* Power Tour in our cover car 1963 Falcon Sprint convertible. The Power Tour is the largest hot rod road trip in the world. Classic cars and hot rods travel city to city, over 1,300 miles, enjoying the people and the stops along the way. This year's tour took them from the zMAX Dragway in North Carolina to Summit Motorsports Park in Ohio. Each day *Hot Rod* selected their route where they passed scenic backroads through mountains and valleys.

Speedways and venues visited included the zMAX, Martinsville, Virginia Speedway, Sparta's Kentucky Speedway, Indianapolis' Lucas Oil Raceway, Fort Wayne, Indiana's Allen County War Memorial Coliseum, and Norwalk's Summit Motorsports Park. Participants even had a first-offered opportunity to take pace laps around the legendary Bristol Motor Speedway oval's 28 degree banks in Bristol Tennessee.

Check out their story and photos in this month's *National Falcon News*, beginning on page 4.

To access online magazine, technical articles, and membership directory, use password FCA1979!.

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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The *National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Jim Guthrie, FCA President

"...please feel free to share your ideas with me and the other officers when we are together, through email or by phone."

Jan and I just returned from a trip to Emmitsburg, Maryland and Gettysburg, Pennsylvania for the Mason-Dixon Chapter Gettysburg Regional. Congratulations to Pat and Diane Varricchio, and all of the members of Mason Dixon Chapter, for a fabulous event. I was told there were 93 Falcons at the show and the quality of these cars made it difficult to select only the Top 25. Easily there could have been more.

During this event, Mason-Dixon Chapter signed up eight new members and at least a couple of them were youngsters in their 20s and 30s. Other than our coming together to share *Falcons, Family and Fun*, I must comment on the very well organized cruise to the Gettysburg Battlefield. Unless you see this place you cannot imagine what happened there. We look to the next Mason-Dixon Regional and/or perhaps a future National Meet.

By the time you read this, we will have seen many of you at the Tennessee Regional, hosted by the Tennessee Valley Falcons Chapter in Townsend, Tennessee. We look forward to coming together again.

I have received a lot of comments from members about issues that are of importance to them and frankly, to all of us. In future columns, I will discuss some of these and ask for more input. Until then please feel free to share your ideas with me and the other officers when we are together, through email or by phone. One area of wide interest is membership. We want to grow the club, increase the value of membership, bring in more young folks, and improve retention. Please share your thoughts on this or any other issue.

I hope you enjoy the remaining weeks and months of warmer weather. Keep those Falcons rolling, remember to invite new people to our club whenever the opportunity arises, and as always, take a kid to a car show.

As a reminder, you may now make hotel reservations for the 2020 FCA National at Dayton, Ohio.

—Jim Guthrie (FCA #12897)
Greenwood, Missouri



RIDE WITH US ON THE HOT ROD POWER TOUR

BY DANNY BARNHOUSE

Early Friday morning my wife Kim and I set out for my long awaited trip to “long haul” on the annual Hot Rod Power Tour in our 1963 Falcon Sprint convertible. During this 25th edition, seven cities are visited in a week’s time. This year over 5,000 cars made the entire trip of over 1,400 miles—a far cry from the first tour of 16 cars that started in LA and journeyed to Norwalk, Ohio in 1995. Norwalk was also our final destination this year. This year’s Power Tour started in Charlotte, North Carolina, then traveled to Martinsville, Virginia, then went through the mountains to Bristol, Tennessee. Sparta, Kentucky, home of Kentucky Speedway was our stop on Tuesday, followed by a jaunt to Indianapolis Raceway Park. A rainy Thursday found us in Ft. Wayne, Indiana and then to our final destination of Summit Raceway in Norwalk, Ohio.

Each day we would have the route *Hot Rod* selected for us, which was mostly scenic backroads through mountains and valleys. We drove few freeways but you could pick your own course. The main story of the week was the rain. It rained four of the eight days we were on the road.

The Trip

Friday, June 7

Weather was great for the first couple hours of the trip as we left our home in Zanesville, Ohio and traveled to Concord, North Carolina—home of Z-Max Raceway. The rain was constant for the next five hours of the trip. While driving the convertible we had recently purchased from FCA members Phillip and Shelley Nelson of Kansas, we weren’t sure how dry we would stay, but the car did well. We arrived at Z-Max and received our long haul credentials. The trips’s objective is collect a stamp on your pass at each venue and when you have gone to all the stops, you obtain your Long Haul Swag!

Saturday June 8

The weather was cooperative and we hung around Z-Max most of the day. When we left we visited the Dale Earnhardt Statue located in a nice little park in Kannapolis, his home town. Rounding out our first full day, Kim and I went to a great southern BBQ joint. Each of the hotels we stayed in had its own car show. Seeing different



cars and meeting so many unique car enthusiasts was a great experience. I talked with a bloke from down under, and he was very familiar with Falcons as they are very popular in Australia.

Sunday June 9

We left for Martinsville with a friend from my hometown, Don Miller, who was driving a 1931 Plymouth Street Rod, and headed toward Virginia. The scenery was beautiful as we drove the back roads toward the Speedway. After arriving and checking out all the vendors, we departed for our home for the evening, historic Mt. Airy North Carolina, home of Andy Griffith. Downtown Mayberry is a shrine to its favorite son and an interesting place to visit.

Monday June 10

Destination, Bristol Speedway. As we got closer to the Power Tour route we met up with some of the group in Hillsville, Virginia on Route 58. Keep in mind 5,000 cars are all headed for the same destination; what a great visual that is. I would recommend Route 58 for an exhilarating, hilly, and curvy route—the most exciting road

I've ever driven and I'm a native Southern Ohio boy! I'm sure glad we had disc brakes. As we would stop along the road to grab a bite to eat, we would watch the other cars drive by. So many different years, styles, colors and car brands—from old rat rods to newer iron. My friend Don mentioned to me that he heard a backfire as we came down a mountain pass. This will be an omen so stay tuned. As we got closer to the track, we could see the storm clouds gathering and we had to stay in the car until the rain passed. Seeing the Bristol track has always been on my bucket list so I got to check one off upon my arrival. Leaving the track I tried to accelerate but the car didn't respond and it bucked and missed badly. First I thought I had gotten some bad gas and after stopping at a local parts store for some "dry gas" and another fill up, we attempted to get to our hotel. The trip to our hotel was 15 miles at 45 miles per hour on the freeway.

Our attempt to fix the problem didn't help. After we finally made it to our hotel, we found a local NAPA where we could purchase a fuel filter. I replaced the fuel filter

continued on page 8

INSTALLING A DASH PAD

TECHNICAL

falconparts.com

1960-63 FALCONS

Dash Pad Preparation

Prior to attempting installation of your new dash pad the following issues need to be addressed:

1. Remove both the right and left inside A pillar moldings.
2. Remove both the right and left lower inside trim moldings.
3. Remove the speaker grille.
4. Remove both defroster cones.
5. Remove the radio speaker.
6. Remove the stainless trim moldings that encompass the lower edge of the dash pad. Use extreme caution when removing these moldings. They are held in place with spring clips and damage to the metal dash and/or the moldings can result if handled improperly.
7. Remove any old foam or adhesive from the steel dash. This surface needs to be free of all foreign matter to allow for the best fit of the new dash pad. This is a great time to check your skill level. You have been provided with the best fitting product for your Ford Falcon. However, some trimming will be required during the installation process. Your new dash pad was fitted to a stock metal trim fixture prior to shipment to you, as part of the manufacturer's Quality Assurance Program. Some applications will still require edge trimming and slight foam trimming for the best fitment to your vehicle. If you are uncomfortable with performing these adjustments **PLEASE STOP NOW!** It will be in your best interests to consult a professional upholstery installer. **ONCE THE DASH PAD HAS BEEN TRIMMED OR ALTERED IN ANY WAY, IT IS NON RETURNABLE.**

Dash Pad Installation

Manufacturer Rhino Fabrication, recommends using an adhesive for installation. The factory trim moldings will sufficiently secure the pad in position. Ideal installation temperature is 75-80 degrees which will allow the pad to remain flexible during installation. Do not allow the dash pad to sit in extreme heat or direct sunlight for any extended time. The pad will distort and be ruined if subjected to these conditions prior to installation.

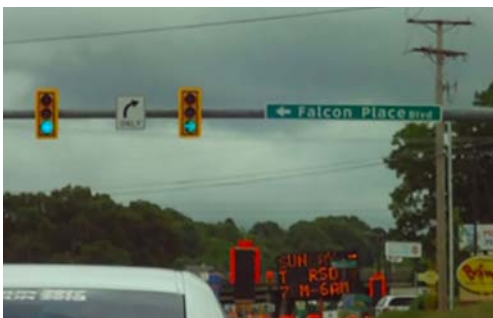
1. Slide the new dash pad onto the metal dash. Check the front edge and curved side edges of the dash pad. They should conform to the metal dash and the front edge where the trim molding will later be installed. Use your hand to check the fitment of the speaker-recessed area of the dash pad to the metal frame underneath. Feeling along the rear edge of the speaker recess you will be able to tell if the dash pad is far enough forward on the metal dash. Gently press the pad forward to allow the pad to slip down into the recessed metal dash. If your dash pad fails to move forward far enough to fit the opening it will be necessary to pull the dash pad away from metal dash and observe the far ends of the dash pad where it contacts the metal dash of the vehicle. Your dash pad may need some foam material removed from the back side of the dash pad where the end horns meet the metal dash. The manufacturer has initially removed some material from this area. However your vehicle may require some further removal of the foam material. Take your time and remove small amounts of foam material in increments checking the fitment often.



1962 Falcon with new crushed grain vinyl padded dash
rhinofabrication.com photo

2. Remember, you are only removing foam from the ends of the dash pad that might be contacting the rearward protruding horns of the metal dash. Do not get carried away here. You can destroy your new dash pad if too much material is removed.
3. Slight trimming of the vinyl skin may be needed on each end of your new dash pad. As the pad fits forward on the metal dash, the front ends will need to be relieved slightly to avoid tearing the dash pad. Temporarily install the stainless steel trim end caps and the A pillar moldings to test fit how much trimming is allowed. Once the pad drops into the radio speaker recess you are ready to begin fine tuning the outside perimeter of the new dash pad. You have been provided with enough material on the dash pad to allow the trim moldings to cover the edges of the pad. **USE EXTREME CAUTION!** Do not trim away too much material from the edges on your new dash pad. Very little material if any needs to be removed. **TAKE YOUR TIME.** The final appearance of your new dash pad depends on it.
4. Use a razor knife to trim away the openings for the defroster cones. Only trim away what you need to install the defroster cones. If you are installing an in-dash radio speaker, you should also trim out that area. Install the speaker grille.
5. It is now time to install the lower windshield trim moldings. Do not tighten any of the screws until all of them have been started. Then gently tighten all screws evenly. Do not over tighten these trim molding mounting screws as leakage of the windshield rubber seal could occur.
6. Fit and install the A pillar moldings.
7. Installation of lower stainless steel trim moldings: Apply a light downward pressure to the dash pad and use an awl to locate the mounting holes for the trim clips. With the clips mounted in the stainless trim moldings begin pressing the moldings in place. Apply pressure only directly over the clip location or the molding will be bent. Continue until all clips are seated. Install the screws in the end caps.
8. Inspect the installation and when you are satisfied with the fitment, use a razor knife to gently trim away excess material from beneath the lower trim molding. Be careful and do not scratch the paint of the metal dash.
9. FINISHED.

continued on page 10



POWER TOUR

continued from page 5

in their parking lot between rainstorms but that didn't help our problem either. Back at the hotel we knew it was running very rich and after pulling the first spark plug we decided a new set of plugs were needed. After hitting my third parts store in an hour-and-a-half, Don left to buy the new plugs while I removed the remaining plugs. That seemed to do the trick. I was feeling better about the whole situation.

Tuesday, June 11

We set out for Sparta, Kentucky, home of Kentucky Speedway. It would be the longest trek of the tour, approximately 300 miles. We went with the group for most of the way on secondary roads where we found really pretty scenery through the foothills of the Appalachian Mountains. Once we got closer we decided to drive

the freeway so we could get to Sparta quicker. Once we got to the track we sat in Power Tour traffic for an hour and the car was near overheating. We spent some time at the track watching Autocross with an old friend and Falcon Club member, Dale Daughtery from nearby Louisville. As we left the track, the car started missing like the day before. Disgruntled, we went to our hotel to try to figure out our next plan. I was so upset I even told Kim in the morning we were going home. But she talked me off the ledge, reminding me how I'd always wanted to do the whole Power Tour. In 2014 we started the tour in my 1961 Falcon and lasted only four out of the seven stops. As always, she was right. Thinking spark plugs were my problem again, I sent Don first thing in the morning to pick



up another set. I went out early the next morning to start pulling my spark plugs out, when to my surprise I found two wires were off. Classic! They had either vibrated off or I didn't get them on correctly. What a relief it was to find an easy fix.

Wednesday, June 12

The trip to Indianapolis was uneventful and that was a good thing. We saw lots of drag racing at the famed Indianapolis Raceway Park, where they hold the U.S. Nationals. Wednesday was a very good day for Kim and I.

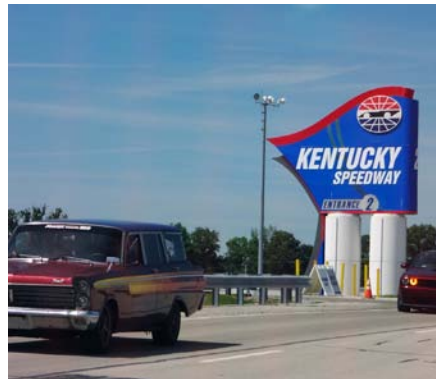
Thursday, June 13

Once we got to Ft. Wayne, waking up to the weather report was not good news. It was predicted to rain most of the day. *Hot Rod* moved up the venue time from noon to 10:00 so we left the hotel early and drove on the freeway, not following the designated route. We arrived at 10:30, and got our credentials stamped, as we had done each stop. At 11:15, we had a downpour that lasted most of the day and pretty much made the day a washout. One more day to go!

Friday, June 14

The last day of the 2019 Power Tour, Kim and I left Ft. Wayne and headed to Norwalk, Ohio, roughly 130 miles. Mid-morning on Friday, we finally got to put the convertible top down. Other than 30 minutes on Saturday, this was the only time the top was down.

Traveling east through northern Ohio, it was as if we were in a hundred mile long parade, with 5,000 other cars. In each town, people were standing along the sidewalks on both sides of the street. Adults and kids were waving and cheering with great enthusiasm. Although I live only a couple of hours from Norwalk raceway, I had never been there. When we learned the Tour was finishing



there, it sealed the deal for me to go. After receiving our "long haul" awards, we headed south toward our home in Zanesville. Just before dark, we got back into town, but not before we stopped by our local Denny's Friday Night cruise in to show off our plaques.

Remember the backfire I talked about earlier? I found out the power valve in the carburetor had blown out and it was the reason for our car troubles.

I would like to thank my very supportive wife for soldiering through a week, in a 56-year-old Falcon that at times didn't run the best. Overall we had a great time. I would suggest if you have ever thought you would like to do a *Hot Rod Power Tour*, do it!

—Danny and Kim Barnhouse
(FCA #12270)
Zanesville, Ohio

INSTALLING A DASH PAD

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1960-63 FALCONS

Dash Pad Preparation

Prior to attempting installation of your new dash pad the following issues need to be addressed:

1. Remove the windshield garnish moldings.
2. Remove the sun visor moldings and the A pillar moldings.
3. Remove the lower dash pad trim molding assembly.
4. Clean any old adhesive and foam that may be left on the steel dash tray surface.

Dash Pad Installation

It is recommended that the installer place the pad upon the dashboard area, tipping the pad upward to allow visual inspection of the clips and the slots. At this point adjust the pad left or right as needed and adjust the clips laterally to align with the slots.

1. Do not trim any material from your new pad yet!
2. Extra material has purposely been left intact around the ends and lower edges of your pad. It is the installer's responsibility to ensure that he or she does not remove too much material. We highly recommend that the finished trimming is completed at the end of dash installation only. With pressure being applied to the dash pad in a forward direction, start at the passenger side of the vehicle and engage the tip of the first (right hand) clip. Before pressing the first clip completely into the first slot, align the second clip with the second slot. This method allows you to travel across the dash towards the driver side of the vehicle pressing in one clip at a time until all 10 clips are engaged. Use steady pressure downward on the pad while coaxing the clips into the slots. We have found that a second set of hands does help in fitting the clips into the slots. These clips were probably not one of Henry's better design ideas and it is difficult



1960-63 Falcon Ranchero dash pad after initial trim process with attention to the inspection of fitment to an actual metal dash shell removed from a donor vehicle. Note the absence of any pinch welds along the forward edge.

to maintain the engagement of all 10 clips. It is our experience that multiple attempts are sometime necessary to get 100% clip engagement.

3. Once the clips have been engaged it is time to focus on the lower garnish molding. Again with mild forward and downward pressure on the pad use a punch or sharp awl to locate the holes that hold the lower garnish clips in place. Keep in mind that if you distort the pad during this locating process that the finished installation will mirror that distortion. Keep the pad as straight horizontally as possible during the locating process. We found that lying on our backs under the dash allowed us to locate the holes in the metal much easier than from above. Again the help of a second set of hands from above comes in handy.
4. Once all of the holes are located and punched through the vinyl you may then begin installing the lower garnish molding. We started at the center of the pad and worked out way to the ends one lip at a time. With all the clips installed the pad will be protruding from beneath the molding. Now is the time to carefully trim away the excess pad and foam. Be very careful during this process. The pad must stay clipped under the molding for secure installation.
5. The A pillar moldings may now be installed and then the sun visor moldings. Again use an exacto type blade to contour the ends of the pad that are exposed between the lower pad molding and the A pillar molding.
6. FINISHED.

CALENDAR OF EVENTS

UPCOMING MEETS

May 1-2, 2020
2020 KCFCA Regional
Shillington, Pennsylvania

Hosted by Keystone Chapter

July 23-25, 2020
FCA 41st National Meet
Dayton, Ohio

Hosted by Ohio Valley Chapter

September 11-12, 2020
Mid America Regional
Branson, Missouri

Hosted by Mid America Chapter

October 2-3, 2020
2020 Pacific Regional
Sacramento, California

Hosted by River City Chapter

If you would like for your event to be included in our magazine's Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to both fca.editor@yahoo.com and admin@falconclub.com.

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ON THE ROAD AGAIN

WITH METRO DETROIT FALCON CLUB

With May finally bringing signs of spring, the Metro Detroit Falcon Club, the Water Wonderland Thunderbird Club and the Vintage Motors USA Club united for the Spring “Dust-Off” Cruise.

The skies looked threatening and the rain was just ending at 9 am as members convened at the home of David and Jo Lau on Saturday, May 18, 2019. Following a route through western Washtenaw County devised by Gene Johnson the twenty-some vehicles—Falcons, Thunderbirds, other vintage cars and a few daily drivers—made their way to Hell for a brief stop.

Back on the road again we cruised to Sharon Mills, a former hydroelectric plant of Henry Ford's on the Huron River. People enjoyed the spring blooms around the site which is now used for weddings and other social events. Next stop was lunch at Jerry's Pub on Wampler's Lake.

Not 15 minutes from Wampler's Lake is Hidden Lake Gardens, an arboretum and botanical garden affiliated with Michigan State University. Many of us toured the conservatory and bonsai collections and then several cars drove the six-mile paved scenic trail through trees and wildflowers.

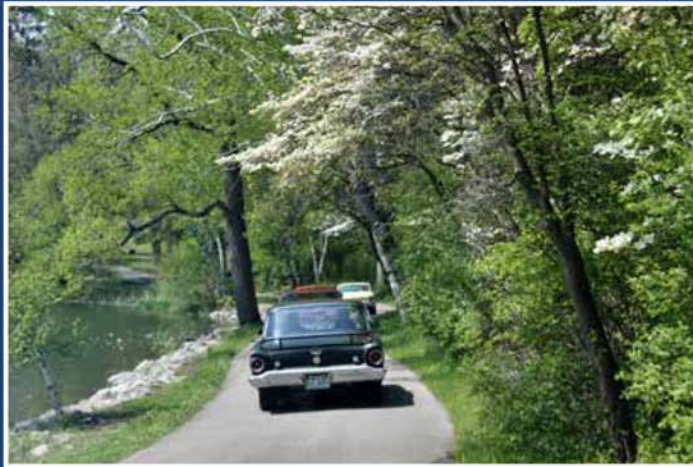
Leaving Tipton, a few die-hard Falcon and Thunderbird Club members followed David Lau to the Southern Michigan Railroad in Clinton. A short ride on the tourist railroad had been planned but the locomotive was not running. Nevertheless David pointed out the engines and rolling stock and answered questions.

The railfans then cruised through the Irish Hills to Mickey's Dairy Twist in Saline where the group enjoyed ice cream. The cars dispersed for home after an enjoyable tour.

— Jo Lau (FCA #15122)
Plymouth, Michigan

Article and photos published originally in Metro Detroit's *Falcon Express*, July 2019







We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

FCA #17060
Elizabeth & Mikkola Quinlan
Los Angeles, CA

FCA #17061
Michael Preble
Seattle, WA

FCA #17062
Alan R. West
Bethlehem, PA

FCA #17063
Buster Guidry
Hammond, LA

FCA #17064
Joshua Lyons
Santa Maria, CA

FCA #17065
Nicholas Mesh
Hilton, NY

FCA #17066
Benjamin Wines
Cleveland, NY

FCA #17067
Jim McGittigan
Decatur, GA

FCA #17068
Rick & Judy Barrett
Schnecksville, PA

FCA #17069
Brian & Melanie DeRoo
Milford, OH

FCA #17070
Paul & Gloria Fry
Conover, OH

FCA #17071
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Fort Meyers Beach, FL

FCA #17072
Ron & Lisa Paul
Fullerton, CA

FCA #17073
Steven & Roxanne Beaver
Thornton, CO

FCA #17074
John Vieira
Novato, CA

FCA #17075
Jerry Williams
Pine Bluff, NC

FCA #17076
Carl & Jeanie Caughman
Ft Walton Beach, FL

FCA #17077
Kenny Rogers
Henderson, NV

FCA #17078
John Beaver
Wheat Ridge, CO

FCA #17079
Bruce & Marci Kamminga
Riverton, WY

FCA #17080
Xavier & Ana Sundblad
Key Biscayne, FL

FCA #17081
Kevin Bradshaw
Vancouver, WA

FCA #17082
Michael Silveria
Long Beach, CA

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Dave & Candy Owen
Clinton, CT

FCA #17085
Pamela Melvin
Berkeley, CA

FCA #17086
Doug Strange
Austin, TX

FCA #17087
Dave & Carol Rasmussen
Napa, CA

FCA #17088
Lee Early
Denison, TX

FCA #17089
Laura & Wilbur Bradbury
Yuma, AZ

FCA #17090
April Curdy
Wheat Ridge, CO

FCA #17091
Gordon Brown
Boulder, CO

FCA #17092
Tammy Allen
Euless, TX

FCA #17093
Ned & Vicky Kope
Litchfield, MI

FCA #17094
Michael Mihok
Bayville, NJ

FCA #17095
Douglas Ross
Los Angeles, CA

FCA #17096
Gary & Wisha Rose
Spring, TX

FCA #17097
Thomas Delphia
Denver, CO

FCA #17098
Justin & Maggie Salmons
Sadorus, IL

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Marco Baldissera
Burnaby, BC CANADA

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Ed & Betty LaPointe
Long Beach, MS

FCA #17101
Rob & Teri Millberry
Sacramento, CA

FCA #17102
Stephen & Lisa Wright
Sherwood Park, Alberta
CANADA

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Mark Jackson
Cleveland, TN

FCA #17104
John & Lori Bullard
Cherryville, NC



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Larry J. Stoddard
Ft Collins, CO

FCA #17106
Ron E. Vogelsang
Overland, MO

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Bob & Tracy Artus
Willow Street, PA

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Edward Carter
Bremen, GA

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James Abraham
Ripon, WI

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Troy Talbot
Napa, CA

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Jon Dales
Center Point, IA

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Milan, MI

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Kevin Morrow
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Dan Kellerby
Nashville, TN

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Karin Gabig
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Harrington, DE

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Saugus, MA

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Don Robinson Jr.
Theodore, Alabama

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Liberty & Sheri Smith
Caldwell, IA

FCA #17127
Todd & Irene Riley
Clovis, CA

FCA #17128
Tere Jarvis
Otego, NY

FCA #17129
James Hepburn
Yealmpton, Devon
ENGLAND

FCA #17130
Kyle Harrison
Dover, PA

FCA #17131
Steve & Ann McKenzie
Cleveland, OH

FCA #17132
Michael & Jennifer
Raimondo Chestnunt
Hill Cove, MD

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Bill Fee
Lugoff, SC

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Montgomery, TX

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PICK YOUR COLOR

In 2017, the most popular car color in North America was white, according to *Forbes*, followed by black, gray and silver. During the recession, consumers tended to shy away from the flashy and played it safe when buying a new car. I actually have a white car and find it a bit boring. It's amazing how manufacturers today try to disguise those colors, but to me, charcoal is still black and pewter and titanium still look just like silver.

But that hasn't always been the case. Remember Henry Ford's famous quote, that "any customer can have a car painted any color that he wants so long as it is black." While it is not quite correct to say that Model Ts were available in only one color, what is true is that colors can reflect the times—just like fashion.

According to a automotive color historian Gundula Hutt, the early 1900s produced cars that were basically motorized carriages and thus, painting methods were derived from the oil-based coating formulations used for traditional horse drawn carriages. Hutt says, "It was a complicated, expensive procedure to to apply the paint, and the drying time took several weeks. The color was luxurious, providing for brilliant paint jobs, but the paints couldn't stand up to time and would end up turning yellow. There was no binding medium, so every time a color would fade or yellow, it'd have to be repainted. It gets expensive."

Tutt goes on to explain it was that long, expensive process that prompted Ford to develop asphalt-based baked enamels for his cars — dark colors lasted longer, it didn't take as long to dry, and it synchronized the painting action to the frequency of the assembly line. The asphalt enamel method wasn't without its downsides, however, as it required a large amount of space with no lint or hair to mar a perfect paint job. "The painters would even paint naked," Tutt added with a chuckle.

After World War I, new methods using Chinese wood oil, or tung oil as it's sometimes known, could be sprayed or painted on, and

reduced the drying time by about one third compared to the oil-based paints, Tutt says. Drying tunnel ovens shortened time even more, and were worked into conveyor systems already in place on assembly lines.

In addition, these “spar-varnishes” and “spar-enamels,” allowed for colors for the first time. Manufacturers began to produce brilliant colors. The early 1920s saw brilliant and exotic shades with two, three and even four colors on the same car. Some Lincoln models added painted birds and butterflies.

General Motors worked with Dupont Chemical Company in the 1920s to create pyroxylin, a substance that could be mixed with pigments to come up with



new automobile coatings in a rainbow of colors. It was more durable than previous pigments and could dry in minutes instead of hours. This new Duco paint made its debut in 1923 at the New York Auto Show on GM's Oakland Motor Car Company's cars, known as the "True Blue Oakland Sixes."

"These colors were used to do stripings and detailed decoration on vehicles shortly after 1925 (pyroxilin base), often combining two bright colors on the body with another contrasting striping color," says Tutt.

However, Tutt says, Henry Ford resisted the change because of the elaborate process he already had built for painting his cars. In fact, any Model Ts that were repainted in a different color other than black would have their warranties voided.

There was a bit of a pause in the color parade when the market crashed in 1929, Tutt notes — colors got dimmer, more depressing, in somber greens and grays. And when cars were colorful, fenders were often painted black in a melding of the practical and the aesthetically pleasing. Dinged fenders could be easily and cheaply painted with asphalt paint, saving on repairs. Despite the down economic times, the 1930s saw the addition of metallic paints, which were first made from actual fish scales and reserved only for the very rich. It would've taken 40,000 herring to make one kilo of paint, but they'd give paints a mother of pearl sheen that could show off the curved forms of the cars of that day. But for most folks, expensive fish scale paint wasn't practical. American paint companies used aluminum flakes in their metallics, which were much cheaper than fish scales. Color names still paid homage to their fishy predecessors, with colors like Fish Silver Blue.

The 1930s and 1940s saw a rise of chrome trim and single-color cars, Tutt says, especially after World War II when new innovations brought us sun-resisting clear coats for metallics to help them stay bright and not yellow. These coats helped protect bright shades from fading, another pro for consumers who wanted their cars to last.

Back in the 1950s, cars racing in international competition were often just a white circle with a number and no sponsor decals. Car colors corresponded to their country of origin. White was for American cars, blue for French, red for Italian and dark green for British. Not surprisingly, the latter became known as "British Racing Green," and for collectors of vintage Jaguars, MGs, Triumphs and Austin-Healeys, it's the most desirable color. After Rosso

Corsa (Italian Racing Red), Fly Yellow is an iconic Ferrari color. It has been speculated since Enzo Ferrari was fond of horse racing, he often named colors for his favorite ponies. "Fly" was reputed to be one of his favorites.

In the 1960s, North America dealers sold one white car for every four other colors. Market share peaked at 20.8 percent in 1963.

Muscle cars in the 1960s and their day-glow colors were the order of the day. Mercury sported a color called Calypso Coral on its Montego. The paint formula had its origins in Poppy Red, a color for the 1965 Mustang. For 1969, the name changed to Competition Orange, and it was joined by Bright Yellow when the Cougar Eliminator was introduced. In 1970, an ever-so-slightly different hue called Competition Yellow was used, which was joined by Competition Blue, Competition Gold, and Competition Green. The latter became a bright green metallic in 1971 and was joined by Bright Lime Green and other Competition colors.

Ford introduced Bright Yellow and Calypso Coral for the 1969 Boss 302 Mustang; Ford marketed the latter color as Vermilion in 1970. Like Mercury's Competition colors, Ford had Bright Yellow, Grabber Blue, Grabber Orange, and Grabber Green for 1970.

Shelby took a different path. Midyear 1968, Shelby offered Special Yellow and five other colors: three Special Oranges, a Special Green, plus a Special Red. For 1969–1970 Shelby Mustangs the colors available were Grabber Yellow, Grabber Blue, Grabber Orange, Grabber Green, and Competition Red (Calypso Coral).

Car colors and popular culture have been closely married throughout recent automotive history. Remember the hippie bus in the 60s with the wild, bright splashes of color which also matched the tie-dyed colors of its occupants. Earth tone colored cars, tans and browns, were abundant on the streets in the 1970s as a gas crisis created a more ecological mindset among Americans.

Certain colors just work for certain vehicles, but not for others. Green Envy may look great on a Mustang, but probably not on an F150. For others of you it's the unique name that *grabs* you. You just couldn't leave the dealership in 1970 without a Falcon painted "There She Blue," "Anti-Establish Mint," or "Freudian Gilt." Your choice can also be a peek into your subconscious and your personality. White is a fresh color to the world and embodies a modern, sleek look. White car buyers are seen as diligent,

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a chapter, contact fcamary@baldwinpines.com
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They will help you start your own Falcon family.**

PICK YOUR COLOR

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hardworking and someone whom can be depended on. People who choose black cars want to portray confidence and sophistication and often love being in control. It can also signify a driver who is defined and strong—or at least wants to be perceived that way. Gray car owners are relaxed but have impeccable taste. Typically mature, dignified people—and never flashy—they're also peaceful people who compromise easily, according to a 2014 study by RepoKar Public Auto Auction. Gray is proudly different than silver—more calming and less shiny. People who own a brown or beige car are typically down-to-earth, according to Color-meanings.com. These owners are easygoing and fiscally responsible, not to be enticed by bright colors or flashy gadgets. They prioritize reliability and comfort. Red car owners tackle challenges head on but can be restless and aggressive at times. If you own a red car, you're likely a magnetic person. Some people think red cars attract more speeding tickets due to their

hot-rod appearance, but there's no hard data to support this. Owners of blue cars are calm and collected. Drivers of light-blue and medium-blue cars are friendly, trustworthy and dependable. The darker the blue gets, the more confident and authoritative the driver tends to be. Overall, according to international polls, the color blue is the most popular color in the world, followed by three options that differ by country—green, red, and/or purple.

Whatever the reason, your car is a reflection of you. And by looking at our numbers, the majority of Falcon buyers still choose white, whether it's called Corinthian or Wimbledon.

www.consumerreports.org/consumerist/a-brief-history-of-car-colors-and-why-are-we-so-boring-now/
www.nerdwallet.com/blog/loans/what-does-your-car-color-say-about-you/

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1960

Belmont Blue
Sky Mist Blue
Monte Carlo Red
Sultana Turquoise
Corinthian White
Meadowvale Green
Adriatic Green
Platinum

1961

Raven Black
Aquamarine
Starlight Blue
Laurel Green
Monte Carlo Red
Algiers Bronze
Corinthian White
Silver Gray
Cambridge Blue
Mint Green
Garden Turquoise

1962

Raven Black
Ming Green
Viking Blue
Baffin Blue
Oxford Blue
Rangoon Red
Corinthian White
Silver Moss
Silver Gray
Tucson Yellow
Sandshell Beige
Fieldstone Tan

1963

Black
Peacock Blue
Ming Green

Viking Blue
Oxford Blue
Castilian Gold
Champagne
Rangoon Red
Corinthian White
Silver Moss
Sandshell Beige
Chestnut
Rose Beige
Heritage Burgundy
Glacier Blue

1964

Dynasty Green
Guardsman Blue
Prairie Tan
Rangoon Red
Silversmoke Gray
Wimbledon White
Prairie Bronze
Navaho Beige
Sunlight Yellow
Vintage Burgundy
Skylight Blue
Chantilly Beige

1965

Twilight Turquoise
Phoenician Yellow
Springtime Yellow
Raven Black
Honey Gold
Dynasty Green
Caspian Blue
Champagne Beige
Rangoon Red
Silver Smoke Gray
Wimbledon White
Tropical Turquoise
Prairie Bronze

Ivy Green
Vintage Burgundy
Silver Blue
Black
Red
White
Medium Blue
Medium Palomino
Medium Turquoise

1966

Silver Frost
Springtime Yellow
Raven Black
Arcadian Blue
Sahara Beige
Nightmist Blue
Wimbledon White
Antique Bronze
Ivy Green
Candyapple Red
Tahoe Turquoise
Emberglo
Vintage Burgundy
Silver Blue
Sauterne Gold

1967

Silver Frost
Pebble Beige
Springtime Yellow
Raven Black
Frost Turquoise
Acapulco Blue
Beige Mist
Lime Gold
Nightmist Blue
Wimbledon White
Brittany Blue
Candyapple Red
Burnt Amber

Clearwater Aqua
Vintage Burgundy
Dark Moss Green
Sauterne Gold

1968

Pebble Beige
Raven Black
Royal Maroon
Gulfstream Aqua
Lime Gold
Wimbledon White
Diamond Blue
Seafoam Green
Brittany Blue
Highland Green
Candyapple Red
Tahoe Turquoise
Meadowlark Yellow
Presidential Blue
Sunlit Gold

1969

New Lime
Silver Jade
Sage Bronze
Acapulco Blue
Dresden Blue
Yellow
Raven Black
Royal Maroon
Black Jade
Pastel Gray
Aztec Aqua
Gulfstream Aqua
Lime Gold
Wimbledon White
Winter Blue
Brittany Blue
Champagne Gold
Candyapple Red

Meadowlark Yellow
Presidential Blue
Indian Fire

1970

Calypso Coral
New Lime
Ginger
Acapulco Blue
Morning Gold
Anti-Establish Mint
Raven Black
Dark Maroon
Dark Ivy Green
Competition Yellow
Young Turquoise
Medium Lime
Grabber Blue
Freudian Gilt
Wimbledon White
Diamond Blue
Original Cinnamon
Three Putt Green
There She Blue
Champagne Gold
Candy Apple Red
Grabber Orange
Yellow
Dark Blue
Medium Bronze
Grabber Green



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kw65falcon@gmail.com

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Mike Grant
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Vancouver, WA 98682
360-241-6995

1965 Futura convertible, stored 20 years, 289, C-4 trans, original matching, California car, no rust, torque boxes and plate solid, 109698 original miles, motor/trans rebuilt at 68,000 mi. Complete with many new parts not in photo. More photos and parts list available. Professionally appraised at \$12,000, asking \$11,000. Call Doug 310-505-1084 or gruvimadog@gmail.com. Redondo Beach, CA.

191106



1965 Falcon Sprint Hardtop, currently 302 auto, not running. Originally white with black interior. Solid frame, needs restored. \$6,000 OBO. Lon Cochran 330-383-3462. OH. 191199



1965 Sprint, \$1,000. **1964 Sprint convertible** with salvage title, \$750. JL Branson, 4097 Hwy T, Marthasville, MO; ph 636-228-4501; cell 636-357-8522; jlwbranson@mail.win.org. 191099

FALCON WANTED

Wanting to buy 1960-65 Falcon Ranchero pickup truck for restoration. Six cylinder and standard transmission preferred. Contact jdvespa@yahoo.com or 734-439-7710. MI. 191103

1963 Falcon Sprint Convertible. Turquoise Green, blue interior, 289 V8 engine, automatic. NOS vinyl interior except door panels (not installed), Alternator, very good condition. Asking \$17,500, David McPeak, 4723 Shelburne Rd., Radford VA 24141, Ph-540-320-4264; email sblankenship1163@gmail.com 191107



1967 Futura Sports Coupe. Red interior, bucket seats and new carpet. NOS grille and tail light buckets. Completely rebuilt '71 351 Cleveland V8 with a new Comp Cams 268 Cam and Lifters, Edelbrock

carb and powder coated intake. 5.0 Mustang T-5 trans with Modern Driveline hydraulic clutch actuator system, Ford Motorsports clutch, pressure plate and throw out bearing. Rod & Custom front disk brakes and Borgeson power steering system. Ford Motorsports 17X8 chrome Bullitt wheels and 225X55 R17 BFG Traction TA tires. Tachometer and Custom Performance digital gauges. Very fun to drive! \$8,500. Dave Wagner, 423-243-3525 or falcon@baldwinpines.com. TN. 191110

1963 Rangoon Red Falcon Futura, excellent shape w/ built 350 hp. 289, four-speed, 3.50 gears at rear, mint redone interior, headers, flow master exhaust, high rise intake and four carb, trick flow heads, new clutch, just gone thru. \$26,500. For details contact Jeff, 978-632-4372. MA. 191114



1963 Falcon Futura v8/260, black, \$500. Ready to restore. Located near Bloomington, Illinois. Please contact Suzy Adreon, 309-275-7662 FL or stadreon@gmail.com. 191111



1964 Falcon Future two-door HT Sport Coupe,

Completely restored from ground up. PPG Adriatic Blue Pearl. Flaming River power rack and pinion and column. 11" front disc with GM calipers, 5 X 4.5. 302 CID with master rebuild kit. HEI electronic dist. 150 Amp alt. C4 auto trans rebuilt. 9" Ford rear w/3:10 gear rebuilt. Stock rear drum brakes. New aluminum radiator. 14" Cooling Component electric fan. Vintage A/C and heater and electric controls. Dual Hush Thru exhaust system. AM/FM push bottom radio w/USB, CD lead. New wiring (American Autowire Kit. 21 circuit). New interior complete. New front and rear bumper. Many new and upgraded parts too many to list. Approx. 2,000 miles on restoration. This car came factory equipped w/bucket seat and factory console. \$25,000 or OBO. Ralph Daigle, Tomball TX. 191112



1963 Ford Falcon Futura Convertible for sale. Complete IFS front custom suspension. Ford Explorer rear end. 5.0 fuel injection automatic. Power disc brakes, 17 inch wheels,.Too many new parts to list. Clear Texas title. \$4,215. Price is Firm. Paying off student loan. Call Kevin Hicks, 830-708-9293 or email Georgia.hicks@sbcglobal.net. 191123



1963 Falcon Futura convertible.

302 fuel injected engine. Automatic overdrive transmission



with rebuilt heavy duty Kevlar clutch; eight inch positraction rear; 14" Cragar wheels with new tires, white top in perfect condition. All new fuel tank, pump and lines, rear springs, air shocks and bushings, extra new white top, plus many new items too numerous to mention. Beautiful metallic maroon paint. Nice interior. \$25,000. Contact 772-349-8898. FL. 191099

200/1964 Comet 202 four-door wagon project; 170/ three-speed, neat options including interior light group, remote control driver's mirror, + the "M" gas cap. \$3,495. **1963 Falcon four-door Deluxe**, project; 170/three-speed, OEM A/C, runs good but has been sitting, floor rust, but complete, \$1,995. **1962 Falcon Sedan Delivery** project, RARE. Later model 200, "big" 3.03 three-speed w/ floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$6,995 OBO. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net, 970-593-1964, or visit us on the web at kelloggsgarage.com. 1911120

Classified ads continue on page 26

Falcon Art

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1963 Sprint 12"x24" prints \$40 ea. 9"x18" prints \$25 ea. 6"x12" prints \$15 ea



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PARTS FOR SALE

continued from page 25

Steering box. Originally a Mustang 16:1 box that was machined to fit a 1964-65 Falcon. Rebuild by Rodger Rode years ago and never used. It has an original HCC-AZ tag that was on "factory" power steering, \$400. Larry, 856-912-5181, 64sprintman@gmail.com, NJ. 191119

Five 5-lug 13" wheels with 185/80R13 tires, \$100 for set, OBO. 1965 289 long block engine. Six bolt block .0r40 over, 10:1 flat-top pistons, parallel decked, 1997 GT-40 heads, Scorpion roller rockers, Block properly machined to accept late model heads. \$2,500. Engine located in Maryland; Wheels/tires located in California. Mike Garrett, msgarrett35@msn.com, 301-803-0433. MD. 191129

Falcon Deluxe Loop carpet floor mats (four, front and back). Like new, red with Falcon logo. See eBay for example of the product. Type in Ford Falcon Custom Logo Loop Carpet Floor Mats; eBay price, \$139. My price, \$80 with \$20 for shipping. Email me for exact color photos. Nlesprattle@gmail.com or call Dave at 714-667-0527. 191113

Lots of parts for 1960-65 Falcons such as rear curved glass for station wagon, fenders, doors, trunk lides, hoods. Also 1964-65 tail lights, some with back up lights, chrom and much more. Bob, 806-683-3550. TX. 191199

Parting 1960-1965 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Now parting out 1963 Falcon convertible minus engine, transmission, and rear end. V8 car, minimal rust, all or part. Clean title. Thx for driving a Falcon! Steve, 360-430-0143. WA. 191120

1964-65 Falcon seven-inch power brake booster. New in box #PB 7007 Premier Brake Component \$100, plus shipping. One pair NOS rear shock absorbers, part #C1DZ 18125-G, new, never used, in original boxes for '64-65 Falcon, \$100, plus shipping for the pair. Call Ken 586-322-6236 any time in the Eastern Time Zone. 191120

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962-63 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2; \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A for hardtop/sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1964-65 Falcon Sprint 14" Spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. More NOS, used and Scott Drake reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190907

1960-63 dog dish hubcaps, 13" wheels, \$40; 1963 dog dish hub caps, 14" wheels, \$80; 1963-65 260-289 distributors, \$25; 1963-65 V8 air cleaner, \$40. 1965 289 heads, \$70; 1965-66 V8 three-speed trans dual bolt pattern, \$100. 260-289 standard crank cores, \$40. Grands four-speed with O.D., \$150; 1963-66 wire

wheel covers, no center caps, set of four, \$150; 1966 power steering pump, V8, \$70. Roger Kosecki, 3201 Church St., Saginaw MI. 989-753-2686. 191099

Parting Out 1963 Falcon convertible minus engine, minus transmission and minus rear end. V8 car, minimal rust—all or part--clear title. Steve 360-430-0143. WA. 191019

ALL N.O.S. CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm & bushing \$95. CoDZ-3049-A, upper ball joint spindle support \$65. CoDZ-2128-A, wheel cylinder repair kit, \$5. CoDF-13304-A, turn signal plate, \$30. CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens \$24. CoDZ-3A130-A outer tie rod, \$35. CoDZ-3352-B steering arm and bushing, \$75. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A & B carb rebuild kits, \$60.00 each. CoDD-5A283-F, exhaust hanger, \$50. CoDZ-1126-B, rear brake drum, \$130. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Please call Keith Litteken, 314-480-2556 or email kslitteken@aol.com. MO. 191109

Parts For Sale: ALL NOS: 1960 grille, \$145, 1961 grille + L/R headlight doors, NOS, \$495; '61 headlight door, one left, \$95, 1960 deluxe wheelcovers, 13" \$195 set of four, 1962-63 Deluxe-Squire wheelcovers, 13", \$195 set of four. Also good used 1962-63 Deluxe Squire wheelcovers, \$40-120 per set based on condition. Nice Used: (six) 1961-63

PARTS FOR SALE

continued from page 26

consoles: One '63 convertible console, black, five sedan, brackets too, good to excellent \$250-\$450; a 2-3 project consoles. Three Sprint tachs, tested and working \$95-295 each. Good 1960 grille w/scratch, \$155; Two 1961 grilles, \$150 and \$225, '63 headlight doors, \$50-95 a pair, '62 grille in good shape: \$395, nice headlight doors, w/shelf wear, \$95 ea. 1962 tail light buckets, nice used, \$495 ea. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$250-450 exchange. Good used hardtop windshield trim \$175, driver quality; 1964-65 six-cylinder power steering system: complete but needs work; VERY RARE, \$495 as is; Convertible bucket seats w/correct seat tracks/risers, in need of total restoration: very nice blue, \$800; last set! 1966-67 power steering system: steering box w/straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$495 as is; may fit '68-70 as well. Two narrow pattern toploader four-speeds; one for a '64½ Mustang, can work in a Falcon but

needs the Falcon tailshaft housing. This trans is rebuilt, \$995. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/factory shifter, \$495. Single chrome Ranchero trim set, \$595 w/out gas cap; \$795 w/NOS gas cap + trim/handle. 1962-65 trunk locks, good used with serviced locks, new emblems and new keys, \$95-\$195. 1961-67 Station Wagon tailgate cranks, used to NOS with serviced locks and new keys, \$100-\$495. 1966 Ranchero toppler, RARE survivor, needs work; \$200 as is. 1964-65 Futura door badges, repainted/good chrome, \$20 a pair. 260 V8 front fender emblems, good used, repainted, \$30 per pair. 13" and 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1-4 \$150-\$550 per set based on condition. 260 builder, long block, w/front cover+ valve covers, build code: 3F18Z (maybe a 2, not Z?) ran great, but smokes, \$200; two-speed V8 Ford-O-Matic, shifts nicely, complete w/trans linkage and starter, \$300; local pick-up

for the engine and trans. 1960-70½ sheet metal: doors, fenders, hoods, deck lids, bumper cores and brackets; some '65 Comet as well. What do you need? All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Please contact Lenny at Kellogg's Garage, lenkellogg@lpbroadband.net, 970-593-1964 or visit our website www.kelloggsgarage.com. CO. 191020

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior/exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522; jlwbranson@mail.win.org. 191099

PARTS WANTED

I have a 1963½ Sprint with the 260 V8 engine and Ford-o-matic C2 transmission. I am looking for a good Ford-o-matic C2 transmission, complete with the flex plate and torque converter. If you have one or know where one can be found, please let me know. John Chattin, 812-294-1820 or falconranch2@gmail.com. IN. 191002

WANTED: Falcon 289 HiPo Exhaust Manifolds; 1965 Falcon Wagon S.S. roof mouldings. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190907

Looking for a front bench seat that will fit a 1963 Futura convertible. Upholstery condition immaterial. I just need a solid frame that is square and that can be recovered. David Barber, Trussville, AL; 205-531-3375 or barberd@jccal.org. AL. 190999

WANTED: 1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side

trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, Mo. 63128-1416. 314-480-2556 or kslitteken@aol.com. 191109

WANTED: Falcon 289 HiPo Exhaust Manifolds; 1965 Falcon Wagon S.S. roof mouldings. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190907



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Please send any magazine comments or suggestions to editor@falconclub.com.

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- Please try to limit your ad to 50 words. Ads may be edited.

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